

TABLE 172.065(A)—EXTENT OF DAMAGE—
Continued

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|--|---|
| Vertical extent | From the baseline upward without limit. |
| GROUNDING PENETRATION AT THE FORWARD END BUT EXCLUDING ANY DAMAGE AFT OF A POINT 0.3L AFT OF THE FORWARD PERPENDICULAR | |
| Longitudinal extent | 0.495L ^{2/3} or 47.6 feet ((1/3)L ^{2/3} or 14.5m) whichever is shorter. |
| Transverse extent | B/6 or 32.81 feet (10m) whichever is shorter but not less than 16.41 feet (5m). |
| Vertical extent from the baseline. | B/15 or 19.7 feet (6m) whichever is shorter. |
| GROUNDING PENETRATION AT ANY OTHER LONGITUDINAL POSITION | |
| Longitudinal extent | L/10 or 16.41 feet (5m) whichever is shorter. |
| Transverse extent | 16.41 feet (5m). |
| Vertical extent from the baseline. | B/15 or 19.7 feet (6m) whichever is shorter. |

¹ Damage applied inboard from the vessel's side at right angles to the centerline at the level of the summer load line assigned under Subchapter E of this chapter.

TABLE 172.065(B)—PERMEABILITY

| Spaces and tanks | Permeability (percent) |
|-------------------------------|------------------------|
| Storeroom spaces | 60. |
| Accommodation spaces | 95. |
| Voids | 95. |
| Consumable liquid tanks | 95 or 0. ¹ |
| Other liquid tanks | 95 or 0. ² |

¹ Whichever results in the more disabling condition.

² If tanks are partially filled, the permeability must be determined from the actual density and amount of liquid carried.

Subpart E—Special Rules Pertaining to a Barge That Carries a Hazardous Liquid Regulated Under Subchapter O of This Chapter

§ 172.080 Specific applicability.

This subpart applies to each tank barge that carries a cargo listed in Table 151.01–10(b) of this chapter.

§ 172.085 Hull type.

If a cargo listed in Table 151.05 of part 151 of this chapter is to be carried, the tank barge must be at least the hull type specified in Table 151.05 of this chapter for that cargo.

§ 172.087 Cargo loading assumptions.

(a) The calculations required in this subpart must be done for cargo weights and densities up to and including the maximum that is to be endorsed on the Certificate of Inspection in accordance with § 151.04–1(c) of this chapter.

(b) For each condition of loading and operation, each cargo tank must be assumed to have its maximum free surface.

§ 172.090 Intact transverse stability.

(a) Except as provided in paragraph (b) of this section, each tank barge must be shown by design calculations to have a righting arm curve with the following characteristics:

(1) If the tank barge is in river service, the area under the righting arm curve must be at least 5 foot-degrees (1.52 meter-degrees) up to the smallest of the following angles:

(i) The angle of maximum righting arm.

(ii) The downflooding angle.

(2) If the tank barge is in lakes, bays and sounds or Great Lakes summer service, the area under the righting arm curve must be at least 10 foot-degrees (3.05 meter-degrees) up to the smallest of the following angles:

(i) The angle of maximum righting arm.

(ii) The downflooding angle.

(3) If the tank barge is in ocean or Great Lakes winter service, the area under the righting arm curve must be at least 15 foot-degrees (4.57 meter-degrees) up to the smallest of the following angles:

(i) The angle of maximum righting arm.

(ii) The downflooding angle.

(b) If the vertical center of gravity of the cargo is below the weather deck at the side of the tank barge amidships, it must be shown by design calculations that the barge has at least the following metacentric height (GM) in feet (meters) in each condition of loading and operation:

$$GM = \frac{(K)(B)}{fe}$$

where—

K=0.3 for river service.

K=0.4 for lakes, bays and sounds and Great Lakes summer service.

K=0.5 for ocean and Great Lakes winter service.

B=beam in feet (meters).

fe=effective freeboard in feet (meters).

(c) The effective freeboard is given by—

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$f_e = f + f_a$; or

$f_e = d$, whichever is less.

where—

f = the freeboard to the deck edge amidships in feet (meters).

$f_a = (1.25)(a/L)((2b/B)-1)(h)$; or

$f_a = h$, whichever is less.

where—

a = trunk length in feet (meters).

L = LOA in feet (meters)

b = breadth of a watertight trunk in feet (meters).

B = beam of the barge in feet (meters).

h = height of a watertight trunk in feet (meters).

d = draft of the barge in feet (meters).

(d) For the purpose of this section, downflooding angle means the static angle from the intersection of the vessel's centerline and waterline in calm water to the first opening that does not close watertight automatically.

§ 172.095 Intact longitudinal stability.

Each tank barge must be shown by design calculations to have a longitudinal metacentric height (GM) in feet (meters) in each condition of loading and operation, at least equal to the following:

$$GM = \frac{0.02(L)^2}{d}$$

where—

L = LOA in feet (meters)

d = draft in feet (meters).

§ 172.100 Watertight integrity.

(a) Except as provided in paragraph (b) of this section, each Type I or II hopper barge hull must have a weather-tight weather deck.

(b) If a Type I or II barge hull has an open hopper, the fully loaded barge must be shown by design calculations to have at least 2 inches (50 mm) of positive GM when the hopper space is flooded to the height of the weather deck.

(c) When doing the calculations required by this section, credit may be given for the buoyancy of the immersed portion of cargo tanks if the tank securing devices are shown by design calculations to be strong enough to hold the tanks in place when they are subjected to the buoyant forces resulting from the water in the hopper.

§ 172.103 Damage stability.

Each tank barge must be shown by design calculations to meet the survival conditions in § 172.110 assuming the damage specified in § 172.104 to the hull type specified in Table 151.05 of part 151 of this chapter.

§ 172.104 Character of damage.

(a) *Type I barge hull not in an integrated tow.* If a Type I hull is required and the barge is not a box barge designed for use in an integrated tow, design calculations must show that the barge can survive damage at any location including the intersection of a transverse and a longitudinal bulkhead.

(b) *Type I barge hull in an integrated tow.* If a Type I barge hull is required and the barge is a box barge designed for operation in an integrated tow, design calculations must show that the barge can survive damage—

(1) At any location on the bottom of the tank barge except on a transverse watertight bulkhead; and

(2) At any location on the side of the tank barge including on a transverse watertight bulkhead.

(c) *Type II barge hull.* If a Type II hull is required, design calculations must show that a barge can survive damage at any location except on a transverse watertight bulkhead.

§ 172.105 Extent of damage.

For the purpose of § 172.103, design calculations must include both side and bottom damage, applied separately. Damage must consist of the most disabling penetration up to and including penetrations having the following dimensions:

(a) Side damage must be assumed to be as follows:

(1) Longitudinal extent—6 feet (183 centimeters).

(2) Transverse extent—30 inches (76 centimeters).

(3) Vertical extent—from the baseline upward without limit.

(b) Bottom damage must be assumed to be 15 inches (38 centimeters) from the baseline upward.